shown a continuously down-ward trend in the recent past due to greater competition.

(d) Does not arise in view of (c) above.

Transit and storage loss

†1588. SHRI KRIPAL PARMAR: Will the Minister of CONSUMER AFFAIRS, FOOD AND PUBLIC DISTRIBUTION be pleased to state:

(a) the details of the percentage of transit and storage loss of foodgrains during the last three years;

(b) whether it is a fact that maximum loss in foodgrains transportation is caused because there is no proper arrangement with the Railways for booking the foodgrains after weighing it, as a result thereof the Railways do"not issue railway R.R. to food department and the railways transport foodgrains not at its responsibility but at the responsibility of the Food Department whereas the said department is ready to construct weighing bridges at its own expenses; and

(c) if so, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF CONSUMER AFFAIRS, FOOD AND PUBLIC DISTRIBUTION (SHRI SUBHASH MAHARIA) (a) The details are as under:

Transit Loss

(The quantity in lakh MTs; Values in Crore Rs.)

Year	Quantity	Value	Quantity moved	%ge of quantity moved
1999-2000	2.95	234.82	251.82	1.17
2000-2001	1.84	172.00	213.29	0.86 (prov)
2001-2002	1.82	164.00	233.66	0.78 (estimate)

Storage loss

Year	Quantity	Value	Quantity issued	%ge of quantity issued
1999-2000	1.72	157.25	498.67	0.34
2000-2001	2.24	227.00	396.33	0.57 (prov.)
2001-2002	1.98	221.00	552.79	0.36 (estimate)

†Original notice of the Question was received in Hindi.

(b) and (c) Losses in foodgrains may be occurring at various stages during multiple handling and transportation by various means to and from the FCI Deports and railheads. Railways have no arrangement for weighing foodgrains consignments before booking. FCI has also not found it viable to install in-motion weigh-bridges at its cost. The Railway Board has made it clear that "Clear Railway Receipt" or "said to contain" Railway Receipts have no meaning for the purpose of shortages so far as the Railways are concerned because in either case when wagon seals remain intact the Railways would normally have no liability for shortages, if any, hence weighment by Railway would be immaterial. The matter of installation of reliable in-motion weighbridges and the broad scheme there of or any other alternative method for fixing accountability in the event of transit losses is yet to.be decided between the FCI and the Railways.

BIS norms for water

1589. SHRI DATTA MEGHE: Will the Minister of CONSUMER AFFAIRS, FOOD AND PUBLIC DISTRIBUTION be pleased to state:

(a) whether Government's attention have been drawn to the news-item captioned 'BIS norms vague: Says CSE' as reported in the "Hindu" dated the 5th February, 2003;

(b) if so, whether reputation of the BIS has fallen considerably due toits own norms being ineffective in dealing with the quality products; and

(c) if so, whether Government propose to wind up the BIS in view of its failure to protect the consumers right?

THE MINISTER OF STATE IN THE MINISTRY OF CONSUMER AFFAIRS , FOOD AND PUBLIC DISTRIBUTION (SHRI V. SREENIVASA PRASAD): (a) Yes, Sir,

(b) and (c) No, Sir. A seminar was convened by Bureau of Indian Standards on 13th February, 2003 to determine whether the Packaged Drinking Water and Natural Mineral Water manufactured as per existing Indian Standards wap for human consumption. The seminar was attended by eminent ocientists representing Government bodies, representative of World Health Organization, Consumers, representatives of Industry and other stakeholders. The seminar affirmed that the